


AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE J	PAGE OF PAGES 1 17
2. AMENDMENT/MODIFICATION NO: P00030	3. EFFECTIVE DATE 20-Jun-2017	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (if applicable)		
6. ISSUED BY NAWCTSD CODE 253.7 12211 SCIENCE DRIVE ORLANDO FL 32828-3224	CODE N61340	7. ADMINISTERED BY (if other than item 6) DCMA TEXAS 600 NORTH PEARL STREET SUITE 1630 DALLAS TX 75201-2843			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) DYNACORP INTERNATIONAL LLC 13500 HERITAGE PKWY FORT WORTH TX 76177-5318		9A. AMENDMENT OF SOLICITATION NO.			
		9B. DATED (SEE ITEM 11)			
		X 10A. MOD. OF CONTRACT/ORDER NO. N00019-15-D-0003			
		X 10B. DATED (SEE ITEM 13) 20-Oct-2014			
CODE 1SMB2		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: FAR Clause 52.243-1 Changes - Fixed Price					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return 1 copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: perraut177572 The purpose of this modification is to: 1) update clause H-1, Section A, paragraph 7 and subparagraphs 7.1.1 through 7.1.8; Section B, paragraph 1.2; and Section C, table 2.1.2.1. Changes are highlighted in the next pages of the Summary of Changes, 2) include revised CDRL A018 dated 15 June 2017 under section J. The above updates are executed at no additional cost to the Government.					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ERIN B YOUNG / CONTRACTING OFFICER TEL: 407-390-4155 EMAIL: erinb.young@nau.mil		
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY  (Signature of Contracting Officer)		16C. DATE SIGNED 20-Jun-2017	

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION H - SPECIAL CONTRACT REQUIREMENTS

The following have been modified:

SECTION H

As consideration for the contract modification P00016 agreed to therein regarding the SCR calculation, DynCorp hereby rescinds, with prejudice, letters GP249-AMS15-C-T/3344/6-44, GP27-AMS16-C-T33-44-6-51, and GP86-AMS16-C-T33/44/6-55 regarding the N00019-15-D-0003 T-34/44/6 CLS: Request for Equitable Adjustment (REA) - Saturday Flight Schedule and Sunday Flight Support at NAS Corpus Christi. DynCorp releases the Government from all liability for equitable adjustments or claims arising from facts and circumstances that occurred prior to the date of this contract modification similar to those contained in the above-referenced REAs/letters. This release is not intended in any way to prohibit DynCorp from submitting future requests for equitable adjustment or claims attributable to or relating to similar facts or circumstances occurring after the date of this P00016 contract modification.

H-1 PERFORMANCE INCENTIVE**A. General**

1. To avoid disrupting CNATRA's mission, the Government has established three areas critical to performance. Details of these three areas appear in the Performance Work Statement and Performance Measurement Framework (PMF) (Attachment 9) of this contract. Each area is a component of the PMF and includes **Contract Minimums** the Government expects from the Contractor's services. The Government does not waive any other remedy available under this contract.
2. After the transition-in period, the Government will evaluate the Contractor's performance for each performance period. Each performance evaluation period is three months in duration. Each of the metrics are calculated by site and by Type/Model/Series (T/M/S). The contractor is eligible to earn the Performance Incentive starting in the first quarter of performance; however they will not be penalized during the first two performance periods for any metrics not met. The disincentive will start calculating on the first day of the third performance period.
 - 2.1.1. Any positive performance incentives will be paid under the PMF incentive SLIN under CLIN 0X21 pertaining to the associated quarterly evaluation period. If the Contractor meets but does not exceed any of the required contract minimums stated in the PWS, the Contractor will not earn any incentive or receive a decrement. For any decrement, the contractor agrees to forfeit the amount identified by the Government on the applicable quarterly performance evaluation period's task order Final invoice submission under the Aircraft Maintenance SLINs under CLIN 0X01, 0X20, 0X37, 0X38 and 0X39 for each site proportionally.
 - 2.1.2. The Government agrees to fund up to \$2,500,000 per quarterly evaluation period to incentivize performance by the Contractor. Conversely, the Contractor agrees to be decremented \$2,500,000, per quarterly evaluation period (with the exception of the first two quarterly evaluation periods after full performance), as a disincentive for not meeting the required contract minimums stated in the PWS and noted above.
- 2.2. If the contractor fails to meet any one of the required contract minimums in the PMF during the quarterly evaluation period, the Contractor will not be eligible for any positive incentive during that period.
- 2.3. If the Contractor fails to meet any two of the required contract minimums in the PMF during the quarterly evaluation period, or receives more than three SOF CARS, the Contractor will not be eligible for any

positive incentive during that period and will be decremented \$2,500,000 from the Aircraft Maintenance SLINs under CLIN 0X01, 0X20, 0X37, 0X38 and 0X39.

- 2.4. If the contractor fails to meet any single PMF component's required contract minimum for two or more consecutive quarterly evaluation periods, the Contractor will not be eligible for any positive incentive and will be decremented \$2,500,000 from the Aircraft Maintenance SLINs under CLIN 0X02.
3. RESERVED
4. Contract minimums:
 - 4.1.1. **Performance.** The Ready for Production Availability (RFPA) and Sortie Completion Rate (SCR) will be calculated at the end of the evaluation period and by Type/Model/Series (T/M/S) at each site independently.
 - 4.1.2. **Sustainment.** The Contractor shall maintain all aircraft flight hours below Maximum Utilization Rate (MUR) as defined in the Sustainment Calculation.
 - 4.1.3. **Quality/Safety.** The Contractor shall have less than seven Level II CARS including less than four SOF CARs and no Level III or IV CARs, or CAR_{REP} as defined in the Quality Calculation.
5. The Contractor must at least meet Contract Minimums for all three components of the PMF and exceed at least one contract minimum to be eligible to earn the performance incentive in accordance with the following weightings and as described in the Performance Calculations below:
$$\text{Performance Incentive} = (0.2)\text{Performance} + (0.2)\text{Sustainment} + (0.6)\text{Safety/Quality}$$

Any performance incentives will be paid under the PMF incentive CLIN XX52 pertaining to the associated evaluation period. If the Contractor meets but does not exceed any of the Contract Minimums outlined in the PMF, the Contractor will not earn any incentive.
6. If the contractor fails to meet any one of the contract minimums in the PMF during any evaluation period, the Contractor will not be eligible for any incentive during that period. The maximum incentive the contractor may earn for a three-month period of evaluation is \$2,500,000.
7. Aircraft will be granted SLMM exemptions (SLMMESA) and/or MCRS (A30) relief for RFPA/SCR calculation if requested by the contractor utilizing the below guidelines:
 - 7.1.1. Aircraft in work for ACI will be granted SLMMESA status and MCRS (A30) relief. The period of exemption will be the date the aircraft departs for the ACI until the date the aircraft is accepted IAW PWS 5.1.1.9.1 after return to MOB.
 - 7.1.2. Aircraft in work for modifications / upgrades off site will be granted SLMMESA status and MCRS (A30) relief. The period of exemption will be the date the aircraft is no longer available for the Daily Flight Schedule (DFS) due to modification / upgrade preparations as determined by the CNATRA Detachment OIC/AOIC until the date the aircraft is accepted IAW PWS 5.1.1.9.1 after return to MOB. Modifications / upgrades performed on site will be granted SLMMESA status and MCRS (A30) relief. The period of exemption will be the date the aircraft is no longer available for the DFS due to modification/upgrade preparations as determined by the CNATRA Detachment OIC/AOIC until the date the modified / upgraded aircraft is completed.
 - 7.1.3. Reserved.
 - 7.1.4. Aircraft physically away from MOB for detachments will be granted SLMMESA status, but will not receive MCRS (A30) relief. This does not include aircraft on cross-country flights.
 - 7.1.5. T-6 MOB aircraft awaiting parts provided by the Contractor Operator and Maintained Base Supply (COMBS) contract that are not issued after 72 hours with no other outstanding downing discrepancies will be granted SLMMESA status. T-6 MOB aircraft awaiting parts provided by the Contractor Operator and Maintained Base Supply (COMBS) issued beyond timeframes as defined in the contract FA8617-12-C-6208 with no other outstanding downing discrepancies shall be granted MCRS (A30) relief. Detachment aircraft will not be granted SLMMESA status or MCRS (A30) relief for awaiting parts beyond issued timeframes.
 - 7.1.6. Aircraft requiring repairs by a source other than the Contractor and directed by the Government will be granted SLMMESA status and MCRS (A30) relief. Aircraft requiring inspections by a source other than the Contractor and directed by the Government will be granted MCRS (A30) relief for delays

beyond Government contracted or maintenance manual defined turnaround requirements and SLMESA status will be granted for delays beyond Government contracted or maintenance manual defined turnaround requirements after 72 hours. For delays associated with parts refer to 7.1.5.

7.1.7. Aircraft awaiting government response in excess of 5-working days with no other outstanding downing discrepancies will be granted SLMESA status. Aircraft awaiting government response with no other downing discrepancies will be granted MCRS (A30) relief.

7.1.8. Aircraft that meet the conditions in PWS Section 5.1.4.3.1, 5.1.4.3.2, 5.1.4.3.3, 5.1.4.3.5, 5.1.4.3.6 and 5.1.4.3.7 will be granted SLMESA status and MCRS (A30) relief.

B. Performance Measurement

The Performance component of the PMF is comprised of the following measures:

1. RFPA

1.1. Ready for Production Availability is the Total Ready for Production (RFP) aircraft divided by Total Aircraft Required (T_{AR}) on days that a flight schedule containing flights is produced at the MOB.

$$RFPA = \frac{RFP}{T_{AR}}$$

1.2. Ready for Production (RFP) for the 0700 and 0930 bands is defined as a Mission Capable (MC) aircraft, all fueling/servicing complete and one that can meet the mission assigned as scheduled in the Daily Flight Schedule (DFS) available for immediate safe for flight launch at the beginning of the required flight band as verified by the local CNATRA detachment. For the 1930 Band, RFP is defined as Mission Capable "UP" status as indicated in NALCOMIS OOMA at the beginning of the 1930 flight band as verified by the local CNATRA detachment. The maximum value utilized by the Government in any flight band shall be no greater than 100% of TAR. RFP aircraft shall not be withheld from the DFS for the sole purpose of meeting the SLMM incentive. If an aircraft is included in the RFP band count and is required to meet the DFS, the Contractor must issue RFP aircraft. If the Contractor withholds an RFP aircraft, the DSR will be adjusted to reflect the actual number of aircraft for that band.

1.3. Total Aircraft Required (TAR) equals the required percentage of MCRS A-30 aircraft, based on the designated band.

2. Sortie Completion Rate (SCR)

2.1. The following daily SCR is calculated on days that a flight schedule containing flights is produced at the MOB to determine the impact of maintenance cancellations.

2.2. Sortie Completion Rate (SCR) is the Sorties Flown (Sfl) divided by the accumulated difference between Sorties Scheduled (Ssked), Sorties Cancelled for Weather (Swx), and Sorties Cancelled due to Operations (Sxo).

$$SCR = \frac{S_{fl}}{S_{sked} - (S_{wx} + S_{xo})}$$

2.3. Sorties Scheduled (Ssked) are the sorties on the originally published flight schedule and re-scheduled sorties. Rescheduled sorties are make-up events, which take priority over an existing event on the published flight schedule. Rescheduled sorties are not additional sorties to the originally published flight schedule.

2.4. Sorties Flown (Sfl) are those successfully completed events assigned to a specific aircraft in TIMS with no maintenance related issues aborting an event, e.g., take off and landing without any maintenance related discrepancy that aborts the sortie. A sortie may include multiple flights as defined in the CNAFINST 4790.2 Series. This includes successfully completed Sorties Add-ons (S_{AO}).

2.5. **Sorties Add-ons (S_{AO})** are those sorties that were not included on the original flight schedule but flown as additional events. In addition, Aircraft on Detachment will receive SCR credit for each aircraft that exceeds the 80% Detachment requirement. The number of detachment aircraft that exceed the 80% requirement, based off the CNATRA N4 representative count at 0700, will be applied across all three bands at the MOB as S_{AO} for the SCR calculation.

2.6. **Sorties Cancelled for Weather (Swx)** are those sorties cancelled due to weather as determined by the Government.

2.7. **Sorties Cancelled due to Operations (Sxo)** are those sorties cancelled due to operations as determined by the Government.

3. **Performance Component:** The daily Ready for Production Availability (RFPA) and Sortie Completion Rate (SCR) will be calculated independently at the end of the evaluation period by site and by T/M/S. The lowest calculated RFPA and SCR rates achieved independently by site will be used to then calculate the performance factor as shown below. For calculation purposes, 100% is the maximum value that may be used for SCR. All calculations shall be rounded to the nearest tenth.

3.1.1 IF $RFPA \leq 90\%$ OR $SCR \leq 93\%$ THEN Performance = 0

3.1.2 IF $RFPA > 90\%$ AND $SCR > 93\%$ THEN

$$\text{Performance} = \frac{SCR + RFPA}{2}$$

3.1.2.1 For positive Performance incentive, the following table will be used:

Performance	Percent of Component
≥ 95.0	100
≥ 94.0	98
≥ 93.0	96
≥ 92.0	94
≥ 91.5	93

3.1.2.2 Payment of the amount outlined above is contingent on at least meeting the contract minimums in the other two (Sustainment and Quality/Safety) components.

C. Sustainment Measure

The Sustainment component of the PMF requires balancing of flight hour demands across all available assets to manage the life cycle of the fleet. For the purposes of this contract, the Sustainment component equates to Service Life Maintenance Management (SLMM).

1. The following definitions and formulas are provided to assist in the calculation of the SLMM measurement:

1.1. **Service Life Maintenance Management (SLMM)**

1.2. **SLMM Available Aircraft (SLMMAA)**

1.2.1. SLMMAA is the total number of aircraft located at NASCC, NASWF and NASP minus the number of SLMM Exempt Status Aircraft (SLMMESA).

1.3. **SLMM Exempt Status Aircraft (SLMMESA)**

1.3.1. SLMMESA is the total number of aircraft allocated to NASCC, NASWF, and NASP or at the FRC that have been exempted from SLMM status by the ACO.

1.3.2. Any aircraft exceeding the Maximum Utilization Rate (MUR) for the previous quarter evaluation period is not eligible for SLMMESA.

1.4. **Maximum Utilization Rate (MUR)**

1.4.1. Maximum Utilization Rate (MUR) is the maximum number of hours an aircraft can fly, in the quarterly performance period.

1.4.2. $MUR = FH_{AVG} + 50 \text{ Hours}^{w}$

1.5. **Flight Hour Average (FH_{AVG})**

1.5.1. FH_{AVG} is the total flight hours, for the quarterly performance/evaluation period, flown by all T/M/S SLMMAA, at each site, divided by the total number of T/M/S SLMMAA, at that site, for the same quarterly performance period.

1.5.1.1. $FH_{AVG} = \frac{\text{Total FHs flown by T/M/S SLMMAA for Quarterly Performance Period}}{\text{Total T/M/S SLMMAA for Quarterly Performance Period}}$

1.5.1.2. Aircraft granted SLMMESSA status, any time during the quarterly performance/evaluation period, are not SLMMAA and exempted from FH_{AVG} calculation.

2. **SLMM**

2.1.1. The SLMM calculation is a formula to identify variation from a normal distribution of flight hours.

2.1.2. SLMM Calculation

2.1.2.1. The following table will be used to categorize SLMMAA for the SLMM calculation:

Band	Description
A	0 hours to ($FH_{AVG} \times 1.05$)
B	$FH_{AVG} \times 1.05$ to $FH_{AVG} \times 1.12$
C	$FH_{AVG} \times 1.12$ to $FH_{AVG} \times 1.22$
D	Greater than $FH_{AVG} \times 1.22$

Table 2.1.2.1

2.1.2.2. Each T/M/S SLMMAA's flight hours, at a site, are summed, for a quarterly performance/evaluation period, and compared to the site's FH_{AVG} for that same quarterly performance/evaluation period. SLMMAA are then categorized to the appropriate band in accordance with Table 2.1.2.1. All SLMAA, irrespective of T/M/S and sites (i.e., T-34, T-44A, T-44C, T-6), are summed by band. All bands (i.e., A, B, C, D) are summed to determine total number of SLMAA:

$$SLMM = \frac{(\# \text{ AIRCRAFT A Band}) + (\# \text{ AIRCRAFT B Band})(.9) + (\# \text{ AIRCRAFT C Band})(.7)}{(\text{Total \# of SLMMAA}) + (\# \text{ AIRCRAFT D Band})}$$

3. **Sustainment Measure**

3.1. If all aircrafts' flight hours are below MUR

Then **Sustainment** = SLMM

3.2. If any aircraft's flight hours are above MUR

Then **Sustainment Measure** = 0

4. **EXAMPLE Calculation:**

1) Corpus Christi T-34 SLMMAA = 111 Aircraft - 30 SLMMESSA = 81 aircraft

2) Total flight hours (FH) flown for all SLMMAA over the quarterly performance/evaluation period = 12,000 - 1,000 FH = 11,000 FH

3) Corpus Christi T-34 $FH_{AVG} = 11,000 \text{ FH} / 81 \text{ SLMAA} = 136 \text{ FH}$

4) Each Corpus Christi SLMAA's flight hours are then compared to the Corpus Christi T-34 FH_{AVG} and categorized into the appropriate band IAW Table 2.1.2.1:

Corpus Christi T-34 SLMMAA in A Band = 47

Corpus Christi T-34 SLMMAA in B Band = 23

Corpus Christi T-34 SLMMAA in C Band = 10

Corpus Christi T-34 SLMMAA in D Band = 1

5) Steps 1-4 are repeated for all other T/M/S at each site:

Corpus Christi T-44A SLMMAA in A Band = 10

Corpus Christi T-44A SLMMAA in B Band = 7

Corpus Christi T-44A SLMMAA in C Band = 2
Corpus Christi T-44A SLMMAA in D Band = 0

Corpus Christi T-44C SLMMAA in A Band = 11
Corpus Christi T-44C SLMMAA in B Band = 2
Corpus Christi T-44C SLMMAA in C Band = 10
Corpus Christi T-44C SLMMAA in D Band = 1

Whiting Field T-34 SLMMAA in A Band = 60
Whiting Field T-34 SLMMAA in B Band = 31
Whiting Field T-34 SLMMAA in C Band = 20
Whiting Field T-34 SLMMAA in D Band = 3

Whiting Field T-6 SLMMAA in A Band = 10
Whiting Field T-6 SLMMAA in B Band = 13
Whiting Field T-6 SLMMAA in C Band = 3
Whiting Field T-6 SLMMAA in D Band = 0

Pensacola T-6 SLMMAA in A Band = 37
Pensacola T-6 SLMMAA in B Band = 18
Pensacola T-6 SLMMAA in C Band = 3
Pensacola T-6 SLMMAA in D Band = 3

- 6) Each Band's total # AIRCRAFT is then summed:

AIRCRAFT A Band = 175
AIRCRAFT B Band = 94
AIRCRAFT C Band = 48
AIRCRAFT D Band = 08

- 7) Total # of SLMAA is then equated by summing # AIRCRAFT Bands:

Total # of SLMAA = 175 + 94 + 48 + 08 = 325

- 8) Finally all numbers are added into the SLMM calculation:

$$\text{SLMM} = \frac{(\# \text{AIRCRAFT A Band}) + (\# \text{AIRCRAFT B Band})(.9) + (\# \text{AIRCRAFT C Band})(.7)}{(\text{Total \# of SLMMAA}) + (\# \text{AIRCRAFT D Band})}$$

$$\text{SLMM} = \frac{(175) + (94)(.9) + (48)(.7)}{(325+08)} = \frac{175+84.6+33.6}{333} = \frac{293.2}{333} = 88\%$$

Sustainment Measure = 88%

Positive incentive payment for Sustainment = (.2 x \$2,500,000 x .88) = \$440,000/three-month evaluation period and \$148,000 for a one-month evaluation period. Payment of the amount outlined in the example is contingent on at least meeting the contract minimums in the other two (Performance and Quality/Safety) components.

D. Quality/Safety Measurement

The Quality/Safety component of the PMF is the quantification of Quality/Safety achieved by the contractor. The Quality/Safety Metric is composed of the following measures:

- 1.1. Quality is comprised of Audits, In-Process Monitors and Observations conducted by Government Quality Assurance personnel. During these quality events, deficiencies found may result in a Corrective Action Request (CAR). The Quality/Safety portion of the PMF incentive will be determined only from Government generated CARs, as defined in CNATRAININST 4355.4.

- 1.1.1. The Quality/Safety Measure will be determined using the following rules:

- 1.1.1.1. Level III or IV CARs=Number of Level III or IV Corrective Action Requests

1.1.1.2. Level II CARs= Number of Level II Corrective Action Requests that have been generated.
This includes all Level II SOF CARs.

1.1.1.3. SOF CAR=Number of Level II CARs generated as a result of Safety of Flight deficiency.

1.1.1.4. CAR_{REP} = Number of Corrective Action Requests that were previously generated and corrected by contractor, then found in subsequent quality events. (Note: A repeat CAR (CAR_{REP}) is issued when a repeat discrepancy, for a deficiency that was identified as a Level II CAR, is found in a subsequent event within 90 days of the original Level II CAR issuance date. The measurement period may be outside of (or cross) the PMF quarterly periods.)

1.2. The Quality component is calculated by the following:

1.2.1. IF Level III or IV CARs > 0 OR CAR_{REP} > 0 OR Level II CARs \geq 7 during the specified period
THEN Quality Measure = 0

1.2.2. IF Level III or IV=0, SOF CAR<4, CAR_{REP} = 0 THEN

1.2.2.1. IF Level II CAR \leq 1 during specified period THEN Quality Measure = 1.0

1.2.2.2. IF Level II CAR \leq 3 during specified period THEN Quality Measure = 0.8

1.2.2.3. IF LEVEL II \leq 6 during specified period THEN Quality Measure = 0.6

1.2.2.4. IF SOF CAR >3 during specified period THEN quality Measure =0

Example --

Contractor receives three Level II CARs in the specified time period. In accordance with 1.2.2.2, three Level II Cars equates to a Quality Measure = 0.8

Positive incentive payment = (.6 x \$2,500,000 x .80) = \$1,200,000/three-month evaluation period. Payment of the amount outlined in the example is contingent on at least meeting the contract minimums in the other two (Performance and Sustainment) components.

H-2 CONDITIONAL MAINTENANCE PROCEDURES and MODIFICATION SUPPORT PROCEDURES (Applicable to CLINs XX06, XX23, and XX58).

When the contractor identifies needed maintenance actions or repairs that are over and above the requirements of the contract and recommends corrective action during contract performance, in accordance with DFARS 252.217-7028, "Over and Above Work, herein, and subject to funding limitations under the Conditional Maintenance CLINs established in Section B, the following procedures apply:

(a) The contractor shall prepare and submit the applicable Over and Above Work Request (OAWR) Form including similar information as required by CDRL A002 to the Adminstrating Contracting Officer (ACO), via the T-34/44 or T-6 CNATRA N4 Class Desk TPOC or Contracting Officer Representative (COR) for Satellite Sites, for authorization to proceed. The contractor shall certify in the OAWR that the work is not covered by the fixed price maintenance effort. The OAWR's shall be serially numbered beginning with the number one. Subsequent changes to the OAWR shall be identified by using the original OAWR number followed by an alphabetic designator beginning with "A". If more than one change is made, the alphabetic designator shall be consecutive.

(b) The contractor shall use the OAWR to describe the over and above work that needs to be performed, including any parts and materials, in such detail as necessary to permit a thorough evaluation. The contractor shall attach competitive subcontractor quotes, or, if such quotes are not available, the contractor shall justify the total cost by specifying direct hours by labor category multiplied by the composite labor rate cited for the applicable CLIN. Direct labor hours are the labor hours performed by personnel actually engaged in the direct performance of work required. Direct labor does not include any labor performed by support or supervisory personnel, such as, but not limited to, timekeepers, payroll clerks, purchasing, material handling, quality control, storing, and issuing personnel. Quality control personnel are those persons who apply standards to finished work or products to determine that finished production work is serviceable in all respects. The contractor shall also propose the type, quantity and cost

of the material needed to perform the repair or replacement, associated travel, and a schedule to complete the needed repair or replacement.

(c) The T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites will review the OAWR submitted by the contractor, and then forward the form to the ACO with a recommendation of approval or disapproval within 3 working days from contractor submittal for OAWR's of 200 hours or less, or within 10 working days for OAWR's over 200 hours. The T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites will annotate the form with the reasons for the recommendation.

(d) The ACO will take one of the following actions within 5 working days from T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites submittal of recommendation:

(1) Disapprove the OAWR. In this event, the OAWR will be returned to the contractor. A copy will also be provided to the T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites.

(2) Authorize the OAWR with an established Not-to-Exceed (NTE) limitation of labor hours (LH). Authorized direct parts or material and travel required to perform the Conditional Maintenance shall be reimbursed at cost under the "Parts and Materials" and "Travel" CLINs, as applicable. Written notification from the ACO shall constitute authorization to proceed performance of the repair or replacement IAW authorized OAWR. A copy will also be provided to the QAR, IS, and T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites.

(e) A contract modification (Standard Form 30) will be issued on no greater than on a weekly basis to list authorized OAWRs in Exhibit C of the contract.

(f) The contractor shall not exceed the LH NTE limitation for each OAWR unless and until the amount is expressly modified by the ACO via contract modification (Standard Form 30).

(g) Upon completion of the effort, the contractor shall submit vouchers for actual direct labor hours performed in accordance with FAR 52.232-7 ALT I, but no more than the LH NTE for each OAWR. The ACO will verify hours submitted on each voucher and recommend disallowance if not acceptable.

CLAUSES INCORPORATED BY FULL TEXT

H-3 FLIGHT HOUR GENERATED MAINTENANCE ORDERING

Unit prices for CLINs XX02, XX21, and XX40, Flight Hour Generated Maintenance, are per flight hour. The unit price reflects a firm fixed-price per flight hour. Each order will identify the number of flight hours and the total extended firm fixed-price for these flight hours; however, the contractor may only invoice for the actual number of flight hours flown. Prior to final task order billing, the Government will provide to the contractor a bilateral modification that reduces the hours to actuals. The reduction in hours shall be calculated by subtracting the number of actual flight hours flown from the number of hours identified in the order. The difference in the number of flight hours shall be multiplied by the firm fixed-price flight hour unit price in the task order. The task order shall be modified deducting this dollar amount. The parties agree to promptly execute all changes made pursuant to the provisions of this clause. A modification to the task order shall be made prior to the submission of an invoice at the end of the period of performance to reflect the change in the total price.

The following is a sample calculation. A task order is issued for 1,000 flight hours at a unit price of \$100 per flight hour for a total extended price of \$100,000. At the end of the period of performance only 950 flight hours were flown. The flight hours on the task order are adjusted by subtracting 950 from 1,000. The difference of 50 flight hours is multiplied by \$100 for a total of \$5,000. The task order shall be modified to reflect a downward adjustment of \$5,000 for a total price of \$95,000. The contractor shall submit its invoice in the amount of \$95,000.

H-4 REIMBURSEMENT OF TRAVEL, PER DIEM, AND SPECIAL MATERIAL COSTS

(a) Area of Travel. Performance under this contract may require travel by contractor personnel. If travel, domestic or overseas, is required, the contractor is responsible for making all necessary arrangements for its personnel. These include but are not limited to: medical examinations, immunizations, passports/visas/etc., and security clearances.

All contractor personnel required to perform work on any U.S. Navy vessel shall obtain boarding authorization from the Commanding Officer of the vessel before boarding.

(b) Travel Policy. The Government will reimburse the contractor for allowable travel costs incurred by the contractor in performance of the contract in accordance with FAR Subpart 31.2. Consistent with FAR Subpart 31.2, all costs incurred for lodging, meals and incidental expenses required for tasks assigned under this contract shall be considered reasonable and allowable only to the extent that they do not exceed on a daily basis the maximum per diem rates in effect at the time of travel as set forth in the Federal Travel Regulations, prescribed by the General Services Administration for travel in the conterminous 48 United States, (hereinafter the FTR); Joint Travel Regulation, Volume 2, DoD Civilian Personnel, Appendix A, prescribed by the Department of Defense, for travel in Alaska, Hawaii, The Commonwealth of Puerto Rico, and territories and possessions of the United States (hereinafter JTR); and Standardized Regulations (Government Civilians, Foreign Areas), Section 925, "Maximum Travel Per Diem Allowances for Foreign Areas," prescribed by the Department of State, for travel in areas not covered in the FTR or JTR (hereinafter the SR).

(c) Travel. Travel and subsistence are authorized for travel beyond a fifty-mile radius of the contractor's office whenever a task assignment requires work to be accomplished at a temporary alternate worksite. No travel or subsistence shall be charged for work performed within a fifty-mile radius of the contractor's office. The contractor shall not be paid for travel or subsistence for contractor personnel who reside in the metropolitan area in which the tasks are being performed. Travel performed for personal convenience, in conjunction with personal recreation, or daily travel to and from work at the contractor's facility will not be reimbursed.

(1) For travel costs other than described in paragraph (c) above, the contractor shall be paid on the basis of actual amount paid to the extent that such travel is necessary for the performance of services under the contract and is authorized by the ACO in writing.

(2) When transportation by privately owned conveyance is authorized, the contractor shall be paid on a mileage basis not to exceed the applicable Government transportation rate as contained in the FTR, JTR or SR. Authorization for the use of privately owned conveyance shall be indicated in the basic contract. Distances traveled between points shall be shown on invoices as listed in standard highway mileage guides. Reimbursement will not exceed the mileage shown in the standard highway mileage guides.

(3) The contractor agrees, in the performance of necessary travel, to use the lowest cost mode commensurate with the requirements of the mission as set forth in the basic contract and in accordance with good traffic management principles. When it is necessary to use air or rail travel, the contractor agrees to use coach, tourist class, or similar accommodations to the extent consistent with the successful and economical accomplishment of the mission for which the travel is being performed.

(4) The contractor's invoices shall include receipts or other evidence substantiating actual costs incurred for authorized travel. In no event will such payments exceed the rates of common carriers.

(d) Vehicle and/or Truck Rentals. The contractor shall be reimbursed for actual rental/lease of special vehicles and/or trucks (i.e., of a type not normally used by the contractor in the conduct of its business) only if authorized in the basic contract or upon approval by the ACO. Reimbursement of such rental shall be made based on actual amounts paid by the contractor. Use of rental/lease costs of vehicles and/or trucks that are of a type normally used by the contractor in the conduct of its business are not subject to reimbursement.

(e) Car Rental. The contractor shall be reimbursed for car rental, exclusive of mileage charges, as authorized in the basic contract or upon approval by the ACO, when the services are required to be performed beyond the normal commuting distance from the contractor's facilities. Car rental for a team on TDY at one site will be allowed for a minimum of four (4) persons per car, provided that such number or greater comprise the TDY team.

(f) Per Diem. The contractor shall not be paid for per diem for contractor personnel who reside in the metropolitan areas in which the tasks are being performed. Per Diem shall not be paid on services performed within a fifty-mile radius of the contractor's home office or the contractor's local office. Per Diem is authorized for

contractor personnel beyond a fifty-mile radius of the contractor's home or local offices whenever a task assigned requires work to be done at a temporary alternate worksite. Per Diem shall be paid to the contractor only to the extent that overnight stay is necessary and authorized under this contract. The authorized per diem rate shall be the same as the prevailing per diem in the worksite locality. These rates will be based on rates contained in the FTR, JTR or SR. The applicable rate is authorized at a flat seventy-five (75%) percent on the day of departure from contractor's home or local office, and on the day of return. Reimbursement to the contractor for per diem shall be limited to actual payments to per diem defined herein. The contractor shall provide actual payments of per diem defined herein. The contractor shall provide supporting documentation for per diem expenses as evidence of actual payment.

(g) Shipboard Stays. Whenever work assignments require temporary duty aboard a Government ship, the contractor will be reimbursed at the per diem rates identified in paragraph C8101.2C or C81181.3B(6) of the Department of Defense Joint Travel Regulations, Volume II.

(h) Special Material. "Special material" includes only the costs of material, supplies, or services which is peculiar to the ordered data and which is not suitable for use in the course of the contractor's normal business. It shall be furnished pursuant to specific authorization approved by the ACO. The contractor will be required to support all material costs claimed by its costs less any applicable discounts. "Special materials" include, but are not limited to, graphic reproduction expenses, or technical illustrative or design requirements needing special processing.

H-5 GOVERNMENT INSTALLATION WORK SCHEDULE

(a) The Holidays applicable to this contract are: New Year's Day, Martin Luther King's Birthday, President's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day.

(b) Should an installation be closed (only essential personnel may enter and/or remain on the installation) for a period of time, the contractor will only be paid for work performed.

H-6 REQUIREMENTS FOR BASE ACCESS AND SECURITY SYSTEM

To comply with FAR 52.204-9 and NAVAIR 5252.204-9505, the Contractor shall initiate employee National Agency Check, Local Agency Check, and Credit Check (NACLC) background investigations with the local Command security office in which tasking will be performed, via the CNATRA TPOC or satellite COR.

A Personal Identity Verification (PIV) card is required for each Contractor employee requiring long-term access to a Federal facility. A Common Access Card (CAC) will be issued as the DoD Personal Identity Verification (PIV) card for each approved Contractor employee requiring access to Government IT Systems to perform tasks associated with the Performance Work Statement under this Contract. Approved Contractor employees with Government IT Systems access may also use the DoD-issued CAC for authorized access to NAS Corpus Christi, NAS Whiting Field, NAS Pensacola, and Satellite Sites as well. Access to Government IT Systems to perform tasks associated with this contract will not include access to Classified Information; therefore, does not require a DD Form 254.

Contractor employees who do not require access to Government IT Systems may obtain identification credentials via the Navy Commercial Access Control System (NCACS). NCACS participation is voluntary. Costs associated with NCACS participation are Indirect costs IAW FAR 31.203.

All Government-issued forms of identification shall be returned to the CNATRA TPOC at the earliest of any of the following, unless otherwise determined by the Contracting Officer: (1) when no longer needed for contract

performance, (2) upon completion of the Contractor employee's employment, or (3) upon contract completion or termination.

H-7 CONTRACTOR EMPLOYEES

(a) In all situations where contractor personnel status is not obvious, all contractor personnel are required to identify themselves to avoid creating an impression to the public, agency officials, or Congress that such contractor personnel are Government officials. This can occur during meeting attendance, through written (letter or email) correspondence or verbal discussions (in person or telephonic), when making presentations, or in other situations where their contractor status is not obvious to third parties. This list is not exhaustive. Therefore, the contractor employee(s) shall:

- (1) Not by word or deed give the impression or appearance of being a Government employee;
 - (2) Wear appropriate badges visible above the waist that identify them as contractor employees when in Government spaces, at a Government-sponsored event, or an event outside normal work spaces in support of the contract/order;
 - (3) Clearly identify themselves as contractor employees in telephone conversations and in all formal and informal written and electronic correspondence. Identification shall include the name of the company for whom they work;
 - (4) Identify themselves by name, their company name, if they are a subcontractor the name of the prime contractor their company is supporting, as well as the Government office they are supporting when participating in meetings, conferences, and other interactions in which all parties are not in daily contact with the individual contractor employee; and
 - (5) Be able to provide, when asked, the full number of the contract/order under which they are performing, and the name of the TPOC (CNATRA) or COR (Satellite Sites).
- (b) If wearing a badge is a risk to safety and/or security, then an alternative means of identification maybe utilized if endorsed by the TPOC (CNATRA) or COR (Satellite Sites) and approved by the Contracting Officer.
- (c) The Contracting Officer will make final determination of compliance with regulations with regard to proper identification of contractor employees.

H-8 RESTRICTION ON THE DIRECT CHARGING OF MATERIAL

- (a) Direct material costs chargeable to Material CLINs 0017 and 0X33 include the costs of such items as raw materials, parts, subassemblies, components, and manufacturing supplies IAW FAR 31.205-26. This is a service contract and the procurement of material of any kind that are not necessary for direct contract performance may be determined to be unallowable costs pursuant to FAR Part 31. The acquisition of the following material requires approval from the CNATRA Property Administrator (for CNATRA material) or the COR (for satellite site material):
- (1) Consumable material with a change to the proposed high limit in DYNAMRO or NALCOMIS that increases the total value of the inventory by \$5,000. The Contractor shall process this request as a Stock Level Change Request (SCLR) IAW PWS 5.12.4.4.
 - (2) Repairable items with any change to the current high limit in DYNAMRO or NALCOMIS regardless of price. The Contractor shall submit an Allowance Change Request IAW PWS 5.12.5.2.
 - (3) Any acquisition of Government Furnished Property (GFP), excluding material listed in section (1) and (2) above. Processing of Off-Site Repairables may be acquired under the contract without the prior authorization of the CNATRA Property Administrator (for CNATRA material) or the COR (for satellite site material). IT resources may not be procured under the material line items of this contract. Any material provided by the contractor is subject to the requirements of the Federal Acquisition Regulation (FAR), the Defense Federal Acquisition Regulation Supplement (DFARS), and applicable Department of the Navy regulations and instructions.

H-9 SMALL BUSINESS REPORTING

For Contractors participating in the DoD Comprehensive Subcontracting test program as defined in DFARS 219.702, the Contractor shall provide SB subcontracting performance data on this T-34/T-44/T-6 CLS contract, twice per year, as an attachment to their Summary Subcontracting Report (SSR). This agreement shall be noted in

the Contractor's Comprehensive Subcontracting Plans (CSP) that encompass the entire period of performance of this T-34/T-44/T-6 CLS contract.

H-10 LEVEL OF EFFORT (TIME-AND-MATERIALS AND LABOR-HOUR CONTRACTS)

(a) Task orders shall establish an anticipated level of effort (projected man-hours) for each CLIN or SLIN and a Ceiling Price for that task order. The ceiling price shall be the sum of: (1) the projected prime Contractor hours multiplied by the appropriate hourly rates prescribed in the schedule; and (2) the estimated amount of materials priced in accordance with the clause entitled, Payments Under Time-and-Materials and Labor-Hour Contracts, including estimated subcontract costs calculated in the same manner as the prime Contractor using the subcontract price schedules.

(b) The labor-hour CLIN unit prices are composite rates devised from the technically acceptable mix of labor categories proposed and agreed to at time of contract award. The Contractor may use any combination of prime Contractor labor, subcontractor labor, and other material expense in accomplishing the ordered task level of effort (labor-hours ordered) within the limits expressed below.

(c) The NAVAIR clause 5252.232-9507, "Limitation of Funds - Time and Material and Labor-Hour Contracts", applies independently to each task order under this contract and nothing in this provision amends the rights or responsibilities of the parties hereto under that clause. In addition, the notifications required by this clause are separate and distinct from any specified in the NAVAIR 5252.232-9507.

(d) The Contractor shall notify the Procuring Contracting Officer immediately in writing whenever it has reason to believe that:

(1) The level of effort the Contractor expects to incur under any order in the next 60 days, when added to the level of effort previously expended in the performance of that order, will exceed seventy-five (75%) percent of the level of effort established for that order; or

(2) The level of effort required to perform a particular order will be greater than the level of effort established for that order.

As part of the notification, the Contractor shall provide the Contracting Officer a revised estimate of the level of effort required to perform the order. As part of the notification, the Contractor also shall submit any proposal for adjustment to the ceiling price that it deems would be equitable if the Government were to increase the level of effort as proposed by the Contractor. Any such upward adjustment shall be prospective only (i.e. will apply only to effort expended after a modification (if any) is issued.

(e) Within thirty days after completion of the work under each task order, the Contractor shall submit the following information directly, in writing, to the ordering officer, the T-34/44 or T-6 CNATRA N4 Class Desk TPOC or COR for Satellite Sites, and the Defense Contract Audit Agency office to which vouchers are submitted.

(1) The total number of man-hours of direct labor, including subcontract labor, expended and a breakdown of this total showing the number of man-hours expended in each CLIN or SLIN listed in the task order schedule, including the identification of the key employees utilized.

(2) The total labor price plus estimated total allowable material cost incurred under the task order,

(3) In the case of a cost under run, the amount by which the task order amount may be reduced to recover excess funds.

(f) In the event that less than one hundred (100%) percent of the established level of effort for a task order is expended, the Government may require continued performance subject to the remaining obligation.

H-11 INITIAL FLEET HEALTH ASSESSMENT AND CONTINUOUS PROCESS IMPROVEMENT ASSESSMENT

The Contractor shall provide the following initiatives at NO COST to the Government.

(1) Initial Fleet Health Assessment at NASCC, NASWF, and NASP in accordance with PWS paragraph 5.22 (not to exceed a total contractor expenditure of \$26,000).

(2) Continuous Process Improvement Assessment in accordance with PWS paragraph 5.24 (not to exceed a total contractor expenditure of \$50,000).

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

SECTION J

DOCUMENT TYPE	DESCRIPTION	LAST REVISION (IF OTHER THAN INITIAL RFP RELEASE)
Exhibit A	CDRLs (16 September 2015)	P00010
	CDRL A002 revised (26 November 2016) to include CLIN XX58 in Block A of the CDRL	P00022
	CDRL A018 revised date 06/15/2017	P00030
Exhibit B	RESERVED	
Exhibit C	OAWR Tracker	
Attachment 01	Performance Work Statement (PWS) (4 May 2017)	P00027
Attachment 02	Exhibit A, Supplement 1 (CDRL Instruction)	
Attachment 03	CDRL Supplement 2 DASR CDRL A006 (27 April 2016)	P00016
Attachment 04	CDRL Supplement 3 Obsolescence Part Recommendation CDRL A020	
Attachment 05	RESERVED	
Attachment 06	Quality Control Program Plan - Contractor	AWARD
Attachment 07	CPARS Update Questionnaire (Sect L)	
Attachment 08	Past Performance Questionnaire (Sect L)	
Attachment 09	Performance Measurement Framework	
Attachment 10	RESERVED (COR Appointment Letters)	
Attachment 11	RESERVED	
Attachment 12	PWS Enclosure 1 Facilities - NAS WF	
Attachment 13	PWS Enclosure 1 Facilities - Satellite Site NAS Oceana	
Attachment 14	PWS Enclosure 1 Facilities - Satellite Site NAS Lemoore	
Attachment 15	PWS Enclosure 1 Facilities - Satellite Site NAF El Centro	
Attachment 16	PWS Enclosure 1 Facilities - NASP	
Attachment 17	PWS Enclosure 1 Facilities - NASCC (Hangar 51)	
Attachment 18	PWS Enclosure 1 Facilities - NASCC (Revised)	P00024
Attachment 19	PWS Enclosure 1 Facilities - Satellite Site Huntsville	
Attachment 20	PWS Enclosure 1 Facilities - FRC SE	
Attachment 21	PWS Enclosure 1 Facilities - Satellite Site Ft Bragg	
Attachment 22	PWS Enclosure 1 Facilities - Satellite Site MCAS Miramar	
Attachment 23	PWS Enclosure 2 - NAS WF IMRL	P00005
Attachment 24	PWS Enclosure 2 - NAS WF GFP	P00005
Attachment 25	PWS Enclosure 2 - NAS WF Government Furnished Material dated 20 April 2015	P00010
Attachment 26	PWS Enclosure 2 - NASP GFP	P00005
Attachment 27	PWS Enclosure 2 - NASCC GFP	P00005
Attachment 28	PWS Enclosure 2 - NASCC Government Furnished Material	P00005
Attachment 29	PWS Enclosure 2 - IMRL Supplement 4 CTW-5 T34	
Attachment 30	PWS Enclosure 2 - IMRL Supplement 3 CTW-4	
Attachment 31	PWS Enclosure 2 - IMRL Supplement 2 T-6A	
Attachment 32	PWS Enclosure 2 - IMRL Supplement 1 T-6B	

Attachment 33	PWS Enclosure 2 – Satellite Site NAF El Centro GFP	P00005
Attachment 34	PWS Enclosure 2 – Satellite Site Fallon GFP	P00005
Attachment 35	PWS Enclosure 2 – Satellite Site Fort Bragg GFP	P00005
Attachment 36	PWS Enclosure 2 – Satellite Site Huntsville GFP	P00005
Attachment 37	PWS Enclosure 2 – Satellite Site NAS Lemoore GFP	P00005
Attachment 38	PWS Enclosure 2 – Satellite Site MCAS Miramar GFP	P00005
Attachment 39	PWS Enclosure 2 – Satellite Site NAS Oceana GFP	P00005
Attachment 40	RESERVED	
Attachment 41	PWS Enclosure 4 - T-44C Corrosion Control Plan (1 Jan 2015)	P00004
Attachment 42	RESERVED	P00004
Attachment 43	PWS Enclosure 4 PMA273 T-34C Corrosion Control Plan (Change 7)	
Attachment 44	PWS Enclosure 5 - ALSS Inventory T-6 NAS WF and NASCC	
Attachment 45	PWS Enclosure 5 - ALSS Inventory T-6 NASP	
Attachment 46	PWS Enclosure 5 – ALSS Inventory T-34/T-44 NASCC	
Attachment 47	PWS Enclosure 5 – ALSS Inventory T-34 NAS WF	
Attachment 48	PWS Enclosure 6 – T-6B MESM	
Attachment 49	PWS Enclosure 6 – T-6A MESM	
Attachment 50	PWS Enclosure 6 - T-44A/C MEL	
Attachment 51	PWS Enclosure 6 – T-34 MEL	
Attachment 52	PWS Enclosure 7 On-Site (OS) Component Repair List - T44	
Attachment 53	PWS Enclosure 7 OS Comp Repair List - T34	
Attachment 54	Enclosure 8 - General Paint Schemes	
Attachment 55	Enclosure 8 - T44 Paint Scheme	
Attachment 56	Enclosure 8 T-34 Oceana	
Attachment 57	Enclosure 8 T-34 Miramar	
Attachment 58	Enclosure 8 T-34 Lemoore	
Attachment 59	Enclosure 8 T-34 Huntsville	
Attachment 60	Enclosure 8 T-34 Ft Bragg	
Attachment 61	Enclosure 8 T-34 El Centro	
Attachment 62	Enclosure 8 T-34 CNATRA	
Attachment 63	PWS Enclosure 9 - Applicable Documents (12 March 2015)	P00004
Attachment 64	RESERVED	
Attachment 65	RESERVED	
Attachment 66	PWS Enclosure 11 Satellite Site FHs - T34	Amendment 0001
Attachment 67	PWS Encl12 T34 SIRG: 01-50-T34C-600-6-4.2	
Attachment 68	PWS Encl12 T34 SIRG: 01-50-T34C-600-6-4.1	
Attachment 69	PWS Encl12 T34 SIRG: 01-50-T34C-600-6-2	
Attachment 70	PWS Encl12 T34 SIRG: 01-50-T34C-600-6-1	
Attachment 71	PWS Encl12 T34 SIRG: 01-50-T34C-600-6	
Attachment 72	RESERVED	
Attachment 73	RESERVED	
Attachment 74	RESERVED	
Attachment 75	RESERVED	
Attachment 76	RESERVED	P00004
Attachment 77	RESERVED	P00004
Attachment 78	RESERVED	P00004
Attachment 79	RESERVED	P00004
Attachment 80	RESERVED	P00004
Attachment 81	RESERVED	P00004
Attachment 82	PWS Encl14 T44C SIRG: 01-50-T44C-600-6-4.2 (16 November 2015)	P00013
Attachment 83	PWS Encl 14 NAVAIR 01-50-T44C-600 6-3	
Attachment 84	PWS Encl 14 T44C SIRG: 01-50-T44C-600-6-4.1 (1 Jan 2015)	P00004
Attachment 85	PWS Encl 14 T44C SIRG: 01-50-T44C-600-6-1 (1 Jan 2015)	P00004

Attachment 86	PWS Encl 14 T44C SIRG: 01-50-T44C-600-6 (16 November 2015)	P00013
Attachment 87	RESERVED	
Attachment 88	RESERVED	
Attachment 89	RESERVED	
Attachment 90	PWS Encl 14 T44C SIRG: 01-50-T44C-600-6-2	
Attachment 91	PWS Appendix A Records and Logbooks	
Attachment 92	Appendix B - CDRLs List	AWARD
Attachment 93	PWS Appendix C - Site Operating Hours	
Attachment 94	RESERVED	
Attachment 95	RESERVED	
Attachment 96	PWS Appendix F - Definitions	
Attachment 97	PWS Appendix G - Enclosure list	
Attachment 98	PWS Appendix H - Acronyms	
Attachment 99	CBA T34 Whiting Field- CBA-2015-8064	P00010
Attachment 100	CBA Pensacola - CBA-2015-8062	P00010
Attachment 101	CBA Oceana- CBA-2015-8068	P00010
Attachment 102	CBA Miramar - CBA-2015-8067	P00010
Attachment 103	CBA Lemoore- CBA-2015-8066	P00010
Attachment 104	CBA - El Centro- CBA-2015-8069	P00010
Attachment 105	CBA Corpus Christi- CBA-2015-8061	P00010
Attachment 106	WD 15-5608 (Rev.-1) (El Centro)	P00017
Attachment 107	WD 05-2508 (Rev.-19) (Corpus Christi)	P00017
Attachment 108	WD 05-2074 (Rev.-21) (Lemoore)	P00017
Attachment 109	WD 15-4342 (Rev.-2) (Oceana)	P00017
Attachment 110	WD 05-3034 (Rev.-19) (Pensacola & WF)	P00017
Attachment 111	CBA MOAs	Amendment 0001
Attachment 112	RESERVED UPON AWARD (Manning)	
Attachment 113	RESERVED UPON AWARD (Price)	
Attachment 114	RESERVED UPON AWARD (Price-SubContractor)	
Attachment 115	RESERVED	
Attachment 116	RESERVED	
Attachment 117	CBA 2014-7095 Huntsville 11 August 2014	P00001
Attachment 118	WD 05-2394 (Rev.-17) (Ft. Bragg)	P00010
Attachment 119	CBA 2014-7094 Ft. Bragg 22 September 2014	P00001
Attachment 120	RESERVED	
Attachment 121	RESERVED	
Attachment 122	RESERVED	
Attachment 123	WD 05-2334 (Rev.-19) (Fallon)	P00017
Attachment 124	CBA Fallon- CBA-2015-8065	P00010
Attachment 125	RESERVED	
Attachment 126	WD 05-2006 (Rev.-13) (Ft. Rucker)	
Attachment 127	WD 05-2116 (Rev.-14)(Jacksonville)	
Attachment 128	Encl 15 CNATRA Inst 4355	
Attachment 129	RESERVED	
Attachment 130	RESERVED	
Attachment 131	Scheduled GFP List	
Attachment 132	Requisitioned GFP List	
Attachment 133	NAVAIR (PMA273) 01-250-13-600-004-6 2 T-44 Jan 2013	
Attachment 134	NAVAIR (PMA273) 01-250-13-600-005-6 2 T-44 Jan 2013	
Attachment 135	NAVAIR (PMA273) 01-250-13-600-011-6 2 T-44 Jan 2013	
Attachment 136	NAVAIR (PMA273) 01-250-13-600-16-6 2 T-44 Jan 2013	
Attachment 137	NAVAIR (PMA273) 01-250-19-600-XXX T-44 Jan 2013	
Attachment 138	NAVAIR (PMA273) T16-13-600-145-6 2 T-44 Jan 2013	

Attachment 139	NAVAIR (PMA273) 01-250-13-600-004-6 2 T-44 Jan 2013	
Attachment 140	NAVAIR (PMA273) 01-250-13-600-005-6 2 T-44 Jan 2013	
Attachment 141	NAVAIR (PMA273) 01-250-13-600-011-6 2 T-44 Jan 2013	
Attachment 142	NAVAIR (PMA273) 01-250-13-600-16-6 2 T-44 Jan 2013	
Attachment 143	RESERVED	
Attachment 144	NAVAIR (PMA273) T16-13-600-145-6 2 T-44 Jan 2013	
Attachment 145	Small Business Subcontracting Plan-Revised to Incorporate Satellite Site Modification	P00013
Attachment 146	CBA NASP Pilots – CBA-2015-8070	P00010
Attachment 147	CBA NASCC Pilots – CBA-2015-8071	P00010
Attachment 148	WD 15-5636 (Rev.-2) (Miramar)	P00017
Attachment 149	T-6 Turn Qualification Academic and Simulator Training	P00024

1. Contract prices are as established in Section B of the contract or as revised by issuance of a contract modification. No funds are obligated at this time. Funds will be obligated by issuance of separate delivery orders.
2. All other contract terms and conditions remain unchanged.

(End of Summary of Changes)